IN THE SPECIFICATION

Please replace paragraph 0004, with the following amended paragraph:

[0004] Thanks to the electrical steering, a far greater range of possibilities opens up for acting on the stability of the trajectory of a vehicle. For example, whereas at present an automatic system for correcting the trajectory of the vehicle imposes corrective yaw [[jaw]] moments by means of the brakes of one or more wheels, going over to electrical controls of the different functions of a vehicle would make it possible to act on steering of the different steerable wheels of the vehicle to correct its trajectory.

Please replace paragraph 0024 with the following amended paragraph:

[0024] Figure 2 illustrates a situation in which the vehicle has to turn to the right and the actuator of the front right wheel (inside wheel in the turn) has failed, being stuck in the straight-line position. The controller calculates a normal steering angles α 1FL and α 1FR for each of the steerable wheels. The angular positions that the wheels would [[have should them]] have, should they be capable of matching the normal steering angles $\alpha\ 1_{FL}$ [[and $\alpha\ 1_{FR}$ are]] and $\alpha\ 1_{FR}$, are shown in broken lines. It is seen that the front right wheel remains in the straight-line position. The controller 6 determines a compensating steering set point for the front left wheel such that the front left wheel is steered as shown in solid lines. In this situation, the front left wheel will develop a substantial lateral force. This transverse force is oriented towards the right-hand side of the vehicle.